SAILING DIRECTIONS CORRECTIONS

PUB 157 1 Ed 1995 LAST NM 19/99

Page 21—Line 38/R; read:
scrap, ores, and minerals. Depths alongside range from 9.9 to 12.5m. An obstruction with a depth of 10.2m lies close NE of the pier. Pier
(4(31)99 Inchon) 37/99

Page 69—Line 24/R; insert after:
A pilot and quarantine anchorage with a least depth of 11m, mud and sand bottom, is situated in Bayuquan Harbor.
(Chinese Port 1996) 37/99

Page 71—Lines 34 to 35/L; read:
Anchorage.—Six anchorages with average depths of 9 to 16m, mud bottom, poor holding, are located off **Dagukou Maodi** (38˚55'N., 118˚01'E.). The pilotage-quarantine anchorage, is centered 2.5 miles
(Chinese Ports 1996) 37/99

Page 80—Line 7/R; read:
terminal. The inner channel leading to the larger harbor is 8 miles in length with depths of 9 to 30m. Vessels up to 50,000 grt can enter the port.
(Chinese Ports 1996) 37/99

Page 83—Line 16/L; read:
ENE of Yangwo Tuo and has depths of 12 to 16m; No. 2, with
(Chinese Ports 1996) 37/99

Page 83—Line 44/L; read:
estuary. The N lane of the estuary has a least depth of 7m. The S channel has three shoal areas with a least depth of 6m. The Huangpu River channel has a depth of 10m up to Zhanghuabang, 8m up to Longhua, and 7m up to Minhang.
(Chinese Ports 1996) 37/99

Page 136—Line 3/R; read:
on its channel side, it extends to Gulang pilotage and inspection anchorage station. There are two inner channels with depths of 5m and 8m. A light is exhibited from the NE slope
(Chinese Ports 1996) 37/99

Page 137—Lines 27 to 28/L; read:
Anchorage.—The outer anchorage is S of Gulang Islet and Xiamen Peninsula. The pilotage and quarantine anchorage lies between Gulang Islet and Gangziwei, with a depth of 10m, mud and sand bottom.
(Chinese Ports 1996) 37/99

Page 137—Line 40/L; insert after:
A stranded wreck, dangerous to navigation, lies approximately in 24˚24'N 118˚05'E.
(8(97)99 Tianjin) 37/99

Page 137—Line 40/L; insert after:
Several wrecks, their positions best seen on the appropriate chart, have been reported (1998) in the vicinity of 24˚28'N 128˚03'E.
(16(150)98 Tianjin) 37/99

PUB 192 6 Ed 1994 LAST NM 12/99

Page 168—Line 11/L; read:
Elbe Lightvessel. Tankers carrying oil, gas, or chemicals may use this roadstead for waiting or bunkering. Another anchorage area lies on the S
(Ger NM 21/99, Section II) 37/99

Page 181—Line 33/R; insert after:
It is reported (1999) that a prominent meteorological measuring mast, 60m high, stands in the vicinity of Horns Rev, about 9.5 miles WSW of Blavands Huk.
(20(591)99 Kobenhavn) 37/99

PUB 193 7 Ed 1998 LAST NM 14/99

Page 119—Lines 30 to 47/R; strike out.
(NIMA) 37/99

Page 120—Lines 1 to 46/L; strike out.
(NIMA) 37/99

Page 120—Lines 1 to 49/R; strike out.
(NIMA) 37/99

Page 121—Lines 1 to 49/L; read:
Regulations.—For information concerning Pilotage in Swedish waters, Swedish Ice Procedures, Restricted Areas and Semi-restricted Areas, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

Denmark has established a voluntary reporting system called SHIPPOS. The objective of the system is to ensure the safety of navigation and to reduce the risk of pollution, on the Danish coasts and waters that may result from the grounding or collision of oil, gas, and chemical carriers. The system applies to all vessels in Danish waters in the Baltic Sea, including the transit routes. For further information on SHIPPOS, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

Caution.—Vessels constrained by their draft may be encountered in the waters described in this sector and along the transit routes. Such deep-draft vessels may not be able to

PUB 193 (Continued)

change course in critical areas without risking the danger of running aground.

Ramholmen to Vinga

Ramholmen (57˚52'N., 11˚33'E.)
(NIMA) 37/99

Page 146—Line 23/R; read:
round tower, 46m high, standing near the S coast. A racon is situated at the light.
(US CH 44036) 37/99

Page 147—Lines 16 to 20/L; read:
long time after the rest of the ice has disappeared.

Route T lighted buoy No. 1 is moored about 6 miles NE of Skagen Light.
(9(335)99 Kobenhavn) 37/99

Page 147—Line 25/L; read:
advisable to request a pilot at least 12 hours in advance with a confirmation 3 hours before arrival. Pilots board in positions about 3 miles N (Skagen 1) and 4 miles E (Skagen 2) of Skagens Light.
(46(1076)98 Kobenhavn) 37/99

Page 147—Lines 27 to 29/L; read:
buoys marking the extremity of Skagens Rev due to the strong current which frequently sweeps round the spit.
(US CH 44036) 37/99

Page 147—Lines 1 to 4/R; strike out.
(US CH 44036) 37/99

Page 149—Lines 28 to 38/L; read:

Byrum Church stands 4 miles E of the W extremity of Laeso. It has a prominent steeple, 30m high.

Vestero Havn (57˚18'N., 10˚56'E.) is a small fishing and ferry harbor protected by two breakwaters. Vessels up to 70m in length, 12m beam, and 3.4m draft can be accommodated. Local knowledge is required. A prominent church, with a red steeple, is situated in the town close S of the harbor.
(Dan Havneloden 1999) 37/99

Page 149—Line 42/L; read:
2m high. A main light is shown from a prominent round tower, 18m high, standing on Nordre Ronner, about 4 miles N of Vestero Havn.
(US CH 44036) 37/99

Page 149—Lines 8 to 35/R; read:
moored at the E side of this shoal.

Route T lighted buoy No. 3 (57˚28'N., 11˚25'E.), equipped with a racon, is moored about 6 miles ENE of Laeso Trindel.

Laeso NE Flak, with depths of less than 10m, extends about 4 miles NNE from Syrodde. The NE extremity of this bank is steep-to. A shoal, with a depth of 5.6m, lies near the NE end and is marked by a lighted buoy. Strong currents have been experienced in the vicinity of this buoy.

Osterby Havn (57˚19'N., 11˚08'E.) (World Port Index No. 30425) is a small fishing and yachting harbor. It lies 2 miles W of Syrodde and is protected by two breakwaters. Vessels up to 50m in length, 10m beam, and 3.3m draft can be accommodated. Local knowledge is advised.

Jegenshoj, located 1 mile ENE of the harbor, is fronted by foul ground which terminates in Engelskmandsbanke. This bank lies about 1.2 miles NNE of the harbor and has a depth of 4.3m. Phonixgrund, with a depth of 1.8m, lies about 3 miles WNW of Osterby Havn.

The N coast of Laeso offers excellent shelter from all winds except those from the N. Good anchorage can be obtained within Jegans Bugt, a bay lying W of the entrance to Osterby Havn. The roadstead has depths of 7m, stones.

Caution.—Vessels not intending to anchor off Laeso should not approach the N coast of the island within depths of less than 20m, when the weather is bad.

A danger area, with a radius of 150m, lies centered about 0.7 mile NW of Osterby Havn and may best be seen on the chart. Anchoring and fishing are prohibited within this area due to the presence of mines.
(US CH 44036; Dan Havneloden 1999) 37/99

Page 150—Lines 17 to 18/L; read:

There is also good anchorage for small vessels S of Laeso NW Rev. This roadstead off the W side of the island has depths of 5 to 15m, sand and pebbles with good holding ground.

A conspicuous radio mast stands, at an elevation of 154m, in the SE part of the island, about 2.2 miles ENE of Byrum Church.

A meterological survey mast, 60m high, is reported (1999) to stand about 14 miles S of Syrodde.
(19(562)99 Kobenhavn; Dan Havnelodsen 1999) 37/99

COAST PILOT CORRECTIONS

COAST PILOT 1 31 Ed 1998 Change No. 10
LAST NM 32/99

Page 33—Paragraph 11; insert after:
Part 169, Mandatory Ship Reporting Systems.
(CL 949/99; CL 950/99; FR 06/01/99) 37/99

Page 33—Paragraph 17, line 9; read:
160, 161, 164, 165, and 169); U.S. Army Corps of Engineers (33 ...
(CL 949/99; CL 950/99; FR 06/01/99) 37/99

Page 79—Paragraph 1465; insert after:
Part 169-SHIP REPORTING SYSTEMS

Subpart A—General

§169.1 What is the purpose of this subpart?

This subpart prescribes the requirements for mandatory

ship reporting systems. Ship reporting systems are used to provide, gather, or exchange information through radio reports. The information is used to provide data for many purposes including, but not limited to: navigation safety, environmental protection, vessel traffic services, search and rescue, weather forecasting and prevention of marine pollution.

§169.5 What terms are defined?

(a) *Mandatory ship reporting system* means a ship reporting system that requires the participation of specified vessels or classes of vessels, and that is established by a Government or Governments after adoption of a proposed system by the International Maritime Organization (IMO) as complying with all requirements of regulation V/8-1 of the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS), except paragraph (e) thereof.

(b) *Shore-based authority* means the government appointed office or offices that will receive the reports made by ships entering each of the mandatory ship reporting systems. The office or offices will be responsible for the management and coordination of the system, interaction with participating ships, and the safe and effective operation of the system. Such an authority may or may not be an authority in charge of a vessel traffic service.

§169.10 What geographic coordinates are used?

Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts where the referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

Subpart B—Establishment of Two Mandatory Ship Reporting Systems for the Protection of Northern Right Whales

§169.100 What mandatory ship reporting systems are established by this subpart?

This subpart prescribes requirements for the establishment and maintenance of two mandatory ship reporting systems for the protection of the endangered northern right whale (also known as the North Atlantic right whale). These two systems are designated for certain areas of the East Coast of the United States. One system is located in the northeast and is identified as WHALESNORTH. The other system is located in the southeast and is identified as WHALESSOUTH.

Note: 50 CFR 222.32 contains requirements and procedures concerning northern right whale approach limitations and avoidance procedures.

§169.102 Who is the shore-based authority?

The U.S. Coast Guard is the shore-based authority for these mandatory ship reporting systems.

§169.105 Where is the northeastern reporting system located?

Geographical boundaries of the northeastern area include the waters of Cape Cod Bay, Massachusetts Bay, and the Great South Channel east and southeast of Massachusetts. The coordinates (NAD 83) of the area are as follows: from a point on Cape Ann, Massachusetts at 42°39'N, 70°37'W; then northeast to 42°45'N, 70°13'W; then southeast to 42°10'N, 68°31'W; then south to 41°00'N, 68°31'W; then west to 41°00'N, 69°17'W; then northwest to 42°05'N, 70°02'W; then west to 42°04'N, 70°10'W; and then along the Massachusetts shoreline of Cape Cod Bay and Massachusetts Bay back to the point on Cape Ann at 42°39'N, 70°37'W.

§169.110 When is the northeastern reporting system in effect?

The mandatory ship reporting system in the northeastern United States operates year-round.

§169.115 Where is the southeastern reporting system located?

Geographical boundaries of the southeastern area include coastal waters within about 25 nautical miles (45 kilometers) along a 90 nautical miles (170 kilometers) stretch of the Atlantic seaboard in Florida and Georgia. The area coordinates (NAD 83) extends from the shoreline east to longitude 80°51.6'W with the southern and northern boundaries at latitude 30°00'N and 31°27'N, respectively.

§169.120 When is the southeastern reporting system in effect?

The mandatory ship reporting system in the southeastern United States operates during the period beginning on 15 November and ends on 16 April of each year.

§169.125 What classes of ships are required to make reports?

Each ship of 300 gross tons or greater must participate in the reporting systems, except government ships exempted from reporting by regulation V/8-1(c) of SOLAS. However, exempt ships are encouraged to participate in the reporting systems.

§169.130 When are ships required to make reports?

Participating ships must report to the shore-based authority upon entering the area covered by a reporting system. Additional reports are not necessary for movements made within a system or for ships exiting a system.

§169.135 How must the reports be made?

(a) A ship equipped with IMMARSAT C must report in IMO standard format as provided in Table 169.140 in §169.140.

(b) A ship not equipped with INMARSAT C must report to the Coast Guard using other means, listed below in order of precedence-

(1) Narrow band direct printing (SITOR).

(2) HF voice communication, or

COAST PILOT 1 (Continued)

(3) MF or VHF voice communications.

(c) SITOR or HF reports made directly to the Coast Guard's Communications Area Master Station Atlantic (CAMSLANT) in Chesapeake, VA, or MF or VHF reports made to Coast Guard activities or groups, should only be made by ships not equipped with INMARSAT C. Ships in this category must provide all the required information to the Coast Guard watchstander.

§169.140 What information must be included in the report?

Each ship report made to the shore-based authority must follow the standard reporting and format requirements listed in Table 169.140.

Table 169.140—Requirements for Ship Reports

Telegraphy	Function	Information required
Name of system	System identifier	Ship reporting system WHALESNORTH or WHALESSOUTH
A	Ship	The name, call sign or ship station identity, IMO number, and flag of the vessel.
B	Date and time of event	A 6-digit group giving day of month (first two digits), hours and minutes (last four digits).
E	True course	A 3-digit group.
F	Speed in knots and tenths of knots	A 3-digit group.
H	Date, time and point of entry into system	Entry time expressed as in (B) and entry position expressed as- (1) a 4-digit group giving latitude in degrees and minutes suffixed with N (north) or S (south) and a 5-digit group giving longitude in degrees and minutes suffixed with E (east) or W (west); or (2) True bearing (first 3 digits) and distance (state distance) in nautical miles from a clearly identified landmark (state landmark).
I	Destination and expected time of arrival	Name of port and date group expressed as in (B).
L	Route information	Intended track.

(CL 949/99; CL 950/99; FR 06/01/99) 37/99

Page 89—Paragraph 53, line 1; read:

Mandatory Ship Reporting Systems (WHALESNORTH and WHALESSOUTH), have been established within the area of this Coast Pilot. These MSR systems require all vessels, 300 gross tons or greater, to report to the U.S. Coast Guard prior to entering two designated reporting areas off the east coast of the United States. (See **33 CFR 169**, chapter 2, for limits and regulations.) Sovereign immune vessels are exempt from the requirement to report, but are encouraged to participate.

The two reporting systems will operate independently of each other. The system in the northeastern United States will operate year round and the system in the southeastern United States will operate each year from November 15 through April 15. Reporting ships are only required to make reports when entering a reporting area during a single voyage (that is, a voyage in which a ship is in the area). Ships are not required to report when leaving a port in the reporting area nor when exiting the system.

Vessels shall make reports in accordance with the format in IMO Resolution A.648 (16) General Principles for Ship Reporting Systems and Ship Reporting Requirements. (See **33 CFR 169.135 and 169.140,** chapter 2, for additional information.) Vessels should report via INMARSAT C or via alternate satellite communications to one of the following addresses:

Email: **RightWhale.MSR@noaa.gov** or Telex: 236737831

Example Reports:
WHALESNORTH - To: RightWhale.MSR@noaa.gov
WHALESNORTH//
A/CALYPSO/NRUS//
B/031401Z APR//
E/345//
F/15.5//
H/031410Z APR/4104N/06918W//
I/BOSTON/032345Z APR//
L/WP/4104N/06918W/15.5//
L/WP/4210N/06952W/15.5//
L/WP/4230N/07006W/15.5//

WHALESSOUTH - To: RightWhaleMSR@noaa.gov
WHALESSOUTH//
A/BEAGLE/NVES//
B/270810Z MAR//
E/250//
F/17.0//
H/270810Z MAR/3030N/08052W//
I/MAYPORT/271215Z MAR//
L/RL/17.0//

Chart 13009.-Browns Bank (42°38'N., 65°52'W.) as ...
(CL 949/99; CL 950/99; FR 06/01/99) 37/99

COAST PILOT 2 30 Ed 1998 Change No. 6
LAST NM 32/99

COAST PILOT 2 (Continued)

Page 143—Paragraph 158, line 3; read:
white cylindrical tower and dwelling on a red caisson on the ...
(LL/99) 37/99

Page 179—Paragraph 281, line 4; read:
are available. In 1993, a reported depth of 4 feet could be carried ...
(CL 1389/93) 37/99

Page 179—Paragraph 282, lines 6 to 9; read:
channel 13; call signs KJA-842 and KXR-912, respectively
(CL 495/85) 37/99

Page 196—Paragraph 285, lines 2 to 4; read:
Chapel Street Bridge with a swing span having a clearance of 7½ feet. The fixed highway bridge at Grand ...
(CL 1175/93) 37/99

Page 215—Paragraph 149; strike out.
(CL 1488/94) 37/99

Page 223—Paragraph 240, line 6; read:
pilots or towboats, or awaiting orders. A spire in the ...
(CL 486/94) 37/99

Page 224—Paragraph 273, lines 10 to 13; read:
river. Guest moorings, gasoline, water, and limited supplies are available at a marina on the west side of the river, about 0.9 mile above the channel entrance. In 1995, a depth of 3 feet was reported alongside the marina. A State hospital, a group of ...
(CL 1030/95) 37/99

Page 226—Paragraph 304, line 8; read:
private seasonal buoys. In 1995, reported depths of 5 feet were ...
(CL 1030/95) 37/99

Page 227—Paragraph 338, line 6; read:
moorings are available. In 1995, a reported depth of about 3 feet ...
(CL 1030/95) 37/99

Page 228—Paragraph 377, lines 8 to 9; read:
Tom Point. In 1979, shoaling to 1½ feet was ...
(NOS 12366) 37/99

Page 229—Paragraph 385, lines 1 to 2; read:
A small-craft facility is on the west side of the bay. Water, ice, and limited marine supplies are available. In June ...
(CL 1217/94) 37/99

Page 233—Paragraph 419, lines 9 to 10; read:
area extends northwest from the turning basin. In ...
(CL 390/96) 37/99

Page 238—Paragraph 27, line 3; read:
that leads to the head of the cove at **East Quogue**. In April 1999, ...
(CL 661/99) 37/99

Page 239—Paragraph 57, line 2; read:
Great South Bay, had reported depths of 4 feet in 1981 and 6 feet in April 1999, ...
(CL 584/99) 37/99

Page 242—Paragraph 103, line 4; read:
and **Babylon Cove**. In June 1981, the channel, marked by seasonal buoys, ...
(CL 1476/94) 37/99

Page 242—Paragraph 104, lines 4 to 5; read:
of Sampawams Creek, had a reported depth of 6 feet at the end in 1993. Approaching around **Sampawams Point**, give the ...
(CL 1388/93) 37/99

Page 242—Paragraph 108, lines 7 to 10; read:
73°19'39"W. Small-craft facilities on the river have berthage, gasoline, water, marine supplies, a 9-ton lift, and a 40-ton mobile hoist; hull and engine repairs can be made. In 1993, depths of 5 to 6 feet were reported alongside at the facilities.
(CL 1388/93) 37/99

Page 243—Paragraph 125, line 1; read:
Stone Creek, marked by seasonal buoys and with a reported depth ...
(CL 1477/94) 37/99

Page 244—Paragraph 144, line 1; read:
Long Creek, marked by seasonal lighted and unlighted ...
(CL 1476/94) 37/99

Page 256—Paragraph 171, lines 3 to 7; read:
Channel Bridge, just south of Howard Beach, has a fixed span with a clearance of 26 feet.
(CL 354/99) 37/99

Page 256—Paragraph 174, lines 2 to 5; read:
Hamilton Beach, 0.5 mile east of the North Channel Bridge, has a fixed span with a clearance of 26 feet.
(CL 35/99) 37/99

Page 263—Paragraph 239, line 1; read:
Berths, electricity, and water are ...
(CL 949/95) 37/99

Page 264—Paragraph 277, line 7; read:
should be used, the bridgetender monitors VHF-FM channels 16 and 13, call sign WXY-2676; Thomas Edison Memo-

rial Bridge with high-level ...
(CL 463/94) 37/99

Page 267—Paragraph 283; read:

Highland Park is across Raritan River opposite New Brunswick. In 1981, a reported depth of about 3½ feet was available from the head of the Federal project to Highland Park, the practical head of navigation.
(CL 463/94) 37/99

Page 267—Paragraph 297, lines 4 to 6; read:
to the oil company dock. In 1988, a reported depth of about 30 feet was alongside the south half of the dock, with 15 to 21 feet reported alongside the north half.
(CL 1731/98) 37/99

Page 267—Paragraph 300, lines 3 to 6; read:
to 36 feet are reported alongside.
(PS 5/88) 37/99

Page 270—Paragraph 336, lines 1 to 7; read:

The center pier and approach spans of a former railroad swing bridge remain in Passaic River channel about 1.1 miles above the mouth. An obstruction, covered 15 feet, was reported in the channel east of the center pier. Mariners should use extreme caution when passing between the former bridge remains. In 1981, the unused railroad swing bridge at Harrison ...
(CL 711/99) 37/99

COAST PILOT 2 30 Ed 1998 Change No. 7

Page 33—Paragraph 11; insert after:

Part 169, Mandatory Ship Reporting Systems.
(CL 949/99; CL 950/99; FR 06/01/99) 37/99

Page 33—Paragraph 19, line 8; read:
160, 164, 165, and 169; 46 CFR 15); U.S. Army Corps of Engineers ...
(CL 949/99; CL 950/99; FR 06/01/99) 37/99

Page 94—Paragraph 2283; insert after:

Part 169-SHIP REPORTING SYSTEMS

Subpart A—General

§169.1 What is the purpose of this subpart?

This subpart prescribes the requirements for mandatory ship reporting systems. Ship reporting systems are used to provide, gather, or exchange information through radio reports. The information is used to provide data for many purposes including, but not limited to: navigation safety, environmental protection, vessel traffic services, search and rescue, weather forecasting and prevention of marine pollution.

§169.5 What terms are defined?

(a) *Mandatory ship reporting system* means a ship reporting system that requires the participation of specified vessels or classes of vessels, and that is established by a Government or Governments after adoption of a proposed system by the International Maritime Organization (IMO) as complying with all requirements of regulation V/8-1 of the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS), except paragraph (e) thereof.

(b) *Shore-based authority* means the government appointed office or offices that will receive the reports made by ships entering each of the mandatory ship reporting systems. The office or offices will be responsible for the management and coordination of the system, interaction with participating ships, and the safe and effective operation of the system. Such an authority may or may not be an authority in charge of a vessel traffic service.

§169.10 What geographic coordinates are used?

Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts where the referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

Subpart B—Establishment of Two Mandatory Ship Reporting Systems for the Protection of Northern Right Whales

§169.100 What mandatory ship reporting systems are established by this subpart?

This subpart prescribes requirements for the establishment and maintenance of two mandatory ship reporting systems for the protection of the endangered northern right whale (also known as the North Atlantic right whale). These two systems are designated for certain areas of the East Coast of the United States. One system is located in the northeast and is identified as WHALESNORTH. The other system is located in the southeast and is identified as WHALESSOUTH.

Note: 50 CFR 222.32 contains requirements and procedures concerning northern right whale approach limitations and avoidance procedures.

§169.102 Who is the shore-based authority?

The U.S. Coast Guard is the shore-based authority for these mandatory ship reporting systems.

§169.105 Where is the northeastern reporting system located?

Geographical boundaries of the northeastern area include the waters of Cape Cod Bay, Massachusetts Bay, and the Great South Channel east and southeast of Massachusetts. The coordinates (NAD 83) of the area are as follows: from a point on Cape Ann, Massachusetts at 42°39'N, 70°37'W; then northeast to 42°45'N, 70°13'W; then southeast to 42°10'N, 68°31'W; then south to 41°00'N, 68°31'W; then west to 41°00'N, 69°17'W; then northwest to 42°05'N, 70°02'W; then west to 42°04'N, 70°10'W; and then along the

COAST PILOT 2 (Continued)

Massachusetts shoreline of Cape Cod Bay and Massachusetts Bay back to the point on Cape Ann at 42°39'N, 70°37'W.

§169.110 When is the northeastern reporting system in effect?

The mandatory ship reporting system in the northeastern United States operates year-round.

§169.115 Where is the southeastern reporting system located?

Geographical boundaries of the southeastern area include coastal waters within about 25 nautical miles (45 kilometers) along a 90 nautical miles (170 kilometers) stretch of the Atlantic seaboard in Florida and Georgia. The area coordinates (NAD 83) extends from the shoreline east to longitude 80°51.6'W with the southern and northern boundaries at latitude 30°00'N and 31°27'N, respectively.

§169.120 When is the southeastern reporting system in effect?

The mandatory ship reporting system in the southeastern United States operates during the period beginning on 15 November and ends on 16 April of each year.

§169.125 What classes of ships are required to make reports?

Each ship of 300 gross tons or greater must participate in the reporting systems, except government ships exempted from reporting by regulation V/8-1(c) of SOLAS. However, exempt ships are encouraged to participate in the reporting systems.

§169.130 When are ships required to make reports?

Participating ships must report to the shore-based authority upon entering the area covered by a reporting system. Additional reports are not necessary for movements made within a system or for ships exiting a system.

§169.135 How must the reports be made?

(a) A ship equipped with IMMARSAT C must report in IMO standard format as provided in Table 169.140 in §169.140.

(b) A ship not equipped with INMARSAT C must report to the Coast Guard using other means, listed below in order of precedence-

(1) Narrow band direct printing (SITOR).
(2) HF voice communication, or
(3) MF or VHF voice communications.

(c) SITOR or HF reports made directly to the Coast Guard's Communications Area Master Station Atlantic (CAMSLANT) in Chesapeake, VA, or MF or VHF reports made to Coast Guard activities or groups, should only be made by ships not equipped with INMARSAT C. Ships in this category must provide all the required information to the Coast Guard watchstander.

§169.140 What information must be included in the report?

Each ship report made to the shore-based authority must follow the standard reporting and format requirements listed in Table 169.140.

Table 169.140—Requirements for Ship Reports

Telegraphy	Function	Information required
Name of system	System identifier	Ship reporting system WHALESNORTH or WHALESSOUTH
A	Ship	The name, call sign or ship station identity, IMO number, and flag of the vessel.
B	Date and time of event	A 6-digit group giving day of month (first two digits), hours and minutes (last four digits).
E	True course	A 3-digit group.
F	Speed in knots and tenths of knots	A 3-digit group.
H	Date, time and point of entry into system	Entry time expressed as in (B) and entry position expressed as- (1) a 4-digit group giving latitude in degrees and minutes suffixed with N (north) or S (south) and a 5-digit group giving longitude in degrees and minutes suffixed with E (east) or W (west); or (2) True bearing (first 3 digits) and distance (state distance) in nautical miles from a clearly identified landmark (state landmark).
I	Destination and expected time of arrival	Name of port and date group expressed as in (B).
L	Route information	Intended track.

(CL 949/99; CL 950/99; FR 06/01/99) 37/99

COAST PILOT 3 33 Ed 1997 Change No. 22
LAST NM 32/99

Page 34—Paragraph 11; insert after:

Part 169, Mandatory Ship Reporting Systems.
(CL 949/99; CL 950/99; FR 06/01/99) 37/99

Page 34—Paragraph 15; insert after:

Included from **Title 50, Wildlife and Fisheries (50 CFR)**, are:

COAST PILOT 3 (Continued)

Part 222, Endangered Fish or Wildlife.
Part 226. Designated Critical Habitat.
(CL 89/98; FR 10/01/98) 37/99

Page 34—Paragraph 16, lines 8 to 9; read:
160, 161, 162, 164, 165, and 169; 46 CFR 15); U.S. Army Corps of Engineers (33 CFR 207 and 334); National Marine Fisheries Service, National Oceanic and Atmospheric Administration (50 CFR 222 and 226).
(CL 949/99; CL 950/99; FR 06/01/99) 37/99

Page 88—Paragraph 1960; insert after:
Part 169-SHIP REPORTING SYSTEMS

Subpart A—General

§169.1 What is the purpose of this subpart?

This subpart prescribes the requirements for mandatory ship reporting systems. Ship reporting systems are used to provide, gather, or exchange information through radio reports. The information is used to provide data for many purposes including, but not limited to: navigation safety, environmental protection, vessel traffic services, search and rescue, weather forecasting and prevention of marine pollution.

§169.5 What terms are defined?

(a) *Mandatory ship reporting system* means a ship reporting system that requires the participation of specified vessels or classes of vessels, and that is established by a Government or Governments after adoption of a proposed system by the International Maritime Organization (IMO) as complying with all requirements of regulation V/8-1 of the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS), except paragraph (e) thereof.

(b) *Shore-based authority* means the government appointed office or offices that will receive the reports made by ships entering each of the mandatory ship reporting systems. The office or offices will be responsible for the management and coordination of the system, interaction with participating ships, and the safe and effective operation of the system. Such an authority may or may not be an authority in charge of a vessel traffic service.

§169.10 What geographic coordinates are used?

Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts where the referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

Subpart B—Establishment of Two Mandatory Ship Reporting Systems for the Protection of Northern Right Whales

§169.100 What mandatory ship reporting systems are established by this subpart?

This subpart prescribes requirements for the establishment and maintenance of two mandatory ship reporting systems for the protection of the endangered northern right whale (also known as the North Atlantic right whale). These two systems are designated for certain areas of the East Coast of the United States. One system is located in the northeast and is identified as WHALESNORTH. The other system is located in the southeast and is identified as WHALESSOUTH.

Note: 50 CFR 222.32 contains requirements and procedures concerning northern right whale approach limitations and avoidance procedures.

§169.102 Who is the shore-based authority?

The U.S. Coast Guard is the shore-based authority for these mandatory ship reporting systems.

§169.105 Where is the northeastern reporting system located?

Geographical boundaries of the northeastern area include the waters of Cape Cod Bay, Massachusetts Bay, and the Great South Channel east and southeast of Massachusetts. The coordinates (NAD 83) of the area are as follows: from a point on Cape Ann, Massachusetts at 42°39'N, 70°37'W; then northeast to 42°45'N, 70°13'W; then southeast to 42°10'N, 68°31'W; then south to 41°00'N, 68°31'W; then west to 41°00'N, 69°17'W; then northwest to 42°05'N, 70°02'W; then west to 42°04'N, 70°10'W; and then along the Massachusetts shoreline of Cape Cod Bay and Massachusetts Bay back to the point on Cape Ann at 42°39'N, 70°37'W.

§169.110 When is the northeastern reporting system in effect?

The mandatory ship reporting system in the northeastern United States operates year-round.

§169.115 Where is the southeastern reporting system located?

Geographical boundaries of the southeastern area include coastal waters within about 25 nautical miles (45 kilometers) along a 90 nautical miles (170 kilometer) stretch of the Atlantic seaboard in Florida and Georgia. The area coordinates (NAD 83) extends from the shoreline east to longitude 80°51.6'W with the southern and northern boundaries at latitude 30°00'N and 31°27'N, respectively.

§169.120 When is the southeastern reporting system in effect?

The mandatory ship reporting system in the southeastern United States operates during the period beginning on 15 November and ends on 16 April of each year.

§169.125 What classes of ships are required to make reports?

Each ship of 300 gross tons or greater must participate in the reporting systems, except government ships exempted from reporting by regulation V/8-1(c) of SOLAS. However, exempt ships are encouraged to participate in the reporting

COAST PILOT 3 (Continued)

systems.

§169.130 When are ships required to make reports?

Participating ships must report to the shore-based authority upon entering the area covered by a reporting system. Additional reports are not necessary for movements made within a system or for ships exiting a system.

§169.135 How must the reports be made?

(a) A ship equipped with IMMARSAT C must report in IMO standard format as provided in Table 169.140 in §169.140.

(b) A ship not equipped with INMARSAT C must report to the Coast Guard using other means, listed below in order of precedence-

(1) Narrow band direct printing (SITOR).
(2) HF voice communication, or
(3) MF or VHF voice communications.

(c) SITOR or HF reports made directly to the Coast Guard's Communications Area Master Station Atlantic (CAMSLANT) in Chesapeake, VA, or MF or VHF reports made to Coast Guard activities or groups, should only be made by ships not equipped with INMARSAT C. Ships in this category must provide all the required information to the Coast Guard watchstander.

§169.140 What information must be included in the report?

Each ship report made to the shore-based authority must follow the standard reporting and format requirements listed in Table 169.140.

Table 169.140—Requirements for Ship Reports

Telegraphy	Function	Information required
Name of system	System identifier	Ship reporting system WHALESNORTH or WHALESSOUTH
A	Ship	The name, call sign or ship station identity, IMO number, and flag of the vessel.
B	Date and time of event	A 6-digit group giving day of month (first two digits), hours and minutes (last four digits).
E	True course	A 3-digit group.
F	Speed in knots and tenths of knots	A 3-digit group.
H	Date, time and point of entry into system	Entry time expressed as in (B) and entry position expressed as- (1) a 4-digit group giving latitude in degrees and minutes suffixed with N (north) or S (south) and a 5-digit group giving longitude in degrees and minutes suffixed with E (east) or W (west); or (2) True bearing (first 3 digits) and distance (state distance) in nautical miles from a clearly identified landmark (state landmark).
I	Destination and expected time of arrival	Name of port and date group expressed as in (B).
L	Route information	Intended track.

(CL 949/99; CL 950/99; FR 06/01/99) 37/99

Page 101—Paragraph 2329; insert after:

Part 226-DESIGNATED CRITICAL HABITAT

Subpart A—Introduction

§226.1 Purpose of regulations.

The regulations contained in this part identify those habitats designated as critical under section 7 of the Endangered Species Act, as amended, by the Assistant Administrator for Fisheries, National Oceanic and Atmospheric Administration, for those endangered and threatened species under the jurisdiction of the Secretary of Commerce. The list of these species is found in 50 CFR 222.23(a) for endangered species and 50 CFR 227.4 for threatened species.

§226.2 Scope of regulations.

(a) The critical habitat designations contained in this part apply only to the endangered and threatened species listed in this part.

(b) Regulations implementing section 7 of the Endangered Species Act, as amended, are found in 50 CFR part 402.

(c) The provisions in this part are in addition to, and not in lieu of other regulations of parts 217 through 227 and 402 of this chapter.

Subpart B—Critical Habitat for Marine Mammals

§226.13 North Atlantic Ocean.

Northern Right Whale (*Eubalaena glacialis*)

(a) Great South Channel. The area bounded by
41°40'N., 69°45'W.;
41°00'N., 69°05'W.;
41°38'N., 68°13'W.; and
42°10'N., 68°31'W.

COAST PILOT 3 (Continued)

(b) *Cape Cod Bay, Massachusetts*. The area bounded by
42°04.8'N., 70°10'W.;
42°12.0'N., 70°15'W.;
42°12.0'N., 70°30'W.;
41°46.8'N., 70°30'W. and on the south and east by the interior shore line of Cape Cod, Massachusetts.

(c) *Southeastern United States*. The coastal waters between 31°15'N and 30°15'N from the coast out 15 nautical miles; and the coastal waters between 30°15'N and 28°00'N from the coast out 5 nautical miles.
(FR 10/01/98) 37/99

Page 113—Paragraph 23, lines 2 to 8; read:
Belmar Municipal Boat Basin 1.2 miles above the jetties. In June 1998, the controlling depth was 14 feet (15 feet at midchannel) in the jetty channel to the Ocean Avenue Bridge, thence 8½ feet (10 feet at midchannel) to the State Route 71 highway bridge, thence 8 feet to Belmar Municipal Boat Basin. An anchorage is just east of State Route 71 highway bridge; in June 1998, 12 feet was available in the anchorage except for shoaling to 6½ feet along its north edge. The State of ...
(CL 422/99; BPs 167776-79) 37/99

Page 119—Paragraph 72, line 7; read:
the mouth of Schellenger Creek; then in 1994, a reported depth of 9 feet through ...
(CL 467/96) 37/99

Page 124—Paragraph 47, line 6; read:
117.59 and 117.705, chapter 2, for drawbridge regulations.) In October 1998, a replacement bridge was under construction. The ...
(CL 1694/98) 37/99

Page 175—Paragraph 23, line 4; read:
In August 1998, the controlling depth was 5½ feet in the entrance ...
(BP 166132; CL 1649/98) 37/99

Page 186—Paragraph 123, lines 4 to 5; read:
of 7 to 5 feet inside the creek. In May 1998, the entrance channel had a controlling depth of 6 feet, except for shoaling to 3 feet ...
(BP 166131; CL 1648/98) 37/99

Page 186—Paragraph 126, lines 2 to 4; read:
inside passage between Mill Creek and Locklies Creek. In April 1997, the channel had a controlling depth of about ½ foot.
(BP 162731; CL 1158/97) 37/99

Page 216—Paragraph 10, lines 8 to 14; read:
December 1998, the dredged channel to Cape Charles Harbor had a controlling depth of 7 feet (12 feet at midchannel) with 14 feet available in the harbor basin, thence depths of 4 to 7 feet were available in the Harbor of Refuge Basin and depths of 4 to 10 feet were available in the Mud Creek Basin.
(BPs 168295-96; CL 812/99) 37/99

Page 217—Paragraph 29, lines 4 to 5; read:
the mouth of the creek. In October 1998, the controlling depth was 6 feet in the dredged bar channel. Depths of about 4 feet can be ...
(CL 236/99; BP 167176) 37/99

Page 219—Paragraph 60, lines 3 to 6; read:
channels. In April 1999, the controlling depths were 4 feet (4½ feet at midchannel) from Chesapeake Bay and 2½ feet (4½ feet at midchannel) from Tangier Sound; depths of 5 to 7 feet were in the anchorage basin at Tangier.
(BPs 168490-92) 37/99

Page 242—Paragraph 156, lines 8 to 9; read:
fork, in 1997 had a reported controlling depth of 5 feet for 1.6 miles, thence 3½ feet to the fixed bridge about 0.4 mile farther up; the bridge has a ...
(BP 163369) 37/99

COAST PILOT 4 31 Ed 1996 Change No. 32
LAST NM 32/99

Page 33—Paragraph 13; insert after:
Part 169, Mandatory Ship Reporting Systems.
(CL 950/99; FR 06/01/99) 37/99

Page 33—Paragraph 19, line 9; read:
26, 80, 110, 117, 160, 162, 164, 165, and 169); U.S. Army Corps of ...
(CL 950/99; FR 06/01/99) 37/99

Page 177—Paragraph 10; insert after:
Mandatory Ship Reporting Systems (WHALESNORTH and WHALESSOUTH), have been established within the area of this Coast Pilot. These MSR systems require all vessels, 300 gross tons or greater, to report to the U.S. Coast Guard prior to entering two designated reporting areas off the east coast of the United States. (See **33 CFR 169**, chapter 2, for limits and regulations.) Sovereign immune vessels are exempt from the requirement to report, but are encouraged to participate.

The two reporting systems will operate independently of each other. The system in the northeastern United States will operate year round and the system in the southeastern United States will operate each year from November 15 through April 15. Reporting ships are only required to make reports when entering a reporting area during a single voyage (that is, a voyage in which a ship is in the area). Ships are not required to report when leaving a port in the reporting area nor when exiting the system.

Vessels shall make reports in accordance with the format in IMO Resolution A.648 (16) General Principles for Ship Reporting Systems and Ship Reporting Requirements. (See **33 CFR 169.135 and 169.140,** chapter 2, for additional information.) Vessels should report via INMARSAT C or via alternate satellite communications to one of the follow-

COAST PILOT 4 (Continued)

ing addresses:
Email: **RightWhale.MSR@noaa.gov** or Telex: 236737831

Example Reports:
WHALESNORTH - To: RightWhale.MSR@noaa.gov
WHALESNORTH//
A/CALYPSO/NRUS//
B/031401Z APR//
E/345//
F/15.5//
H/031410Z APR/4104N/06918W//
I/BOSTON/032345Z APR//
L/WP/4104N/06918W/15.5//
L/WP/4210N/06952W/15.5//
L/WP/4230N/07006W/15.5//

WHALESSOUTH - To: RightWhaleMSR@noaa.gov
WHALESSOUTH//
A/BEAGLE/NVES//
B/270810Z MAR//
E/250//
F/17.0//
H/270810Z MAR/3030N/08052W//
I/MAYPORT/271215Z MAR//
L/RL/17.0//
(CL 949/99; CL 950/99; FR 06/01/99) 37/99

Page 190—Paragraph 9, line 1; read:

Mandatory Ship Reporting Systems (**WHALESNORTH and WHALESSOUTH)**, have been established within the area of this Coast Pilot. These MSR systems require all vessels, 300 gross tons or greater, to report to the U.S. Coast Guard prior to entering two designated reporting areas off the east coast of the United States. (See **33 CFR 169**, chapter 2, for limits and regulations.) Sovereign immune vessels are exempt from the requirement to report, but are encouraged to participate.

The two reporting systems will operate independently of each other. The system in the northeastern United States will operate year round and the system in the southeastern United States will operate each year from November 15 through April 15. Reporting ships are only required to make reports when entering a reporting area during a single voyage (that is, a voyage in which a ship is in the area). Ships are not required to report when leaving a port in the reporting area nor when exiting the system.

Vessels shall make reports in accordance with the format in IMO Resolution A.648 (16) General Principles for Ship Reporting Systems and Ship Reporting Requirements. (See **33 CFR 169.135 and 169.140,** chapter 2, for additional information.) Vessels should report via INMARSAT C or via alternate satellite communications to one of the following addresses:
Email: **RightWhale.MSR@noaa.gov** or Telex: 236737831

Example Reports:
WHALESNORTH - To: RightWhale.MSR@noaa.gov
WHALESNORTH//
A/CALYPSO/NRUS//
B/031401Z APR//
E/345//
F/15.5//
H/031410Z APR/4104N/06918W//
I/BOSTON/032345Z APR//
L/WP/4104N/06918W/15.5//
L/WP/4210N/06952W/15.5//
L/WP/4230N/07006W/15.5//

WHALESSOUTH - To: RightWhaleMSR@noaa.gov
WHALESSOUTH//
A/BEAGLE/NVES//
B/270810Z MAR//
E/250//
F/17.0//
H/270810Z MAR/3030N/08052W//
I/MAYPORT/271215Z MAR//
L/RL/17.0//

Fish Havens.-Numerous fish havens are eastward of the ...
(CL 949/99; CL 950/99; FR 06/01/99) 37/99

COAST PILOT 7 31 Ed 1997 Change No. 18
LAST NM 25/99

Page 169—Paragraph 92, lines 14 to 20; read:
above the entrance. In April 1999, the controlling depths were 9 ½ feet (14 feet at midchannel) to the entrances of Quivira Basin and Mariners Basin, thence 6 ½ feet (17 feet at midchannel) to just below the highway bridge, thence 13 feet in Mariners Basin except for lesser depths along the edges, thence 19 feet in Quivira Basin. A rock groin extends about 150 yards NW from the S side of the entrance to Quivira Basin. The ...
(BP 168418; BP 167135) 37/99

Page 172—Paragraph 166, lines 6 to 9; read:
limits and regulations). In July 1998, the controlling depths were 25 feet (31 feet at midchannel) in the entrance channel to the turning basin, thence 35 feet in the basin except for shoaling to 22 feet along the SW edge, and 21 feet in the SE extension. The channel ...
(BPs 166091-92) 37/99

Page 223—Paragraph 263, lines 4 to 6; read:
Airport. In April 1999. The controlling depth was 3 feet (5 feet at midchannel) in the entrance channel, thence 5 feet in the N basin, and thence 4 ½ feet in the channel to the S basin and in the S ...
(BPs 168145-47) 37/99

Page 238—Paragraph 388, lines 2 to 4; read:
to the entrance to Petaluma River. In November 1998, the controlling depths were 5 ½ feet (8 ½ feet at midchannel) to Light 14, thence 3 ½ feet (9 feet at midchannel) to the mouth of the river; thence in ...
(BPs 167422-26) 37/99

COAST PILOT 7 (Continued)

Page 254—Paragraph 84, lines 9 to 11; read:
to **Noyo Basin**, about 0.6 mile above the entrance. In May 1999, the controlling depths were 5 feet (6 feet at midchannel) to the highway bridge, thence 3½ feet midchannel to ...
(BPs 168487-89) 37/99

Page 272—Paragraph 6, lines 15 to 20; read:
the W jetty. In April 1999, the controlling depths were 6 feet (10 feet at midchannel) for the entrance channel, thence 9 to 14 feet in the barge turning basin, except for lesser depths along the west edge; thence in 1995, 11 feet to the head of the upper small-craft basin. In April 1999, the controlling depth was 6 feet in the entrance to the lower small-craft basin to the beginning of the floating slips, thence 5 to 8 feet in the barge slip. An overhead ...
(BP 168156; BP 167053) 37/99

Page 273—Paragraph 32; read:
A dredged channel leads between two jetties from the river to a boat basin outside the port of Gold Beach and is marked by uncharted private buoys. The channel is subject to severe shoaling, and in June 1999, the controlling depth was 3 feet.
(BP 168688; BPs 168071-72) 37/99

Page 274—Paragraph 57, line 2; read:
in 6 to 16 feet, sand bottom, however, it is reported that many ...
(BP 168155) 37/99

Page 275—Paragraph 59, lines 1 to 4; read:
In February 1999, depths alongside the E side of the wharf ranged from 10 feet at the extreme S end shoaling rapidly to bare at the N end.
(BP 167446) 37/99

Page 276—Paragraph 81, lines 4 to 5; read:
May 1999, the controlling depth was 12 feet from the main channel to the basin, with depths of 5 to 8 feet in the basin. The 310-foot ...
(BP 168452) 37/99

Page 283—Paragraph 226, line 3; read:
June 1999, 6 to 8 feet in the basin, except for lesser depths ...
(BP 168687) 37/99

Page 293—Paragraph 130, lines 8 to 10; read:
are stored and towed by small tugs. In November 1998, reported depths of about 2 feet could be carried through Beaver Slough to the mouth of the Clatskanie River, thence 2 feet could be carried ...
(BPs 168080-87) 37/99

Page 302—Paragraph 330, line 3 to Paragraph 331; read:
highway bridge to the W end of Government Island.
(CL 500/96) 37/99

Page 348—Paragraph 43, lines 3 to 4; read:
marked by lights; in May 1998, the controlling depth was8½ feet in the entrance channel with depths of 10-12 ...
(BP 166993; CL 104/99) 37/99

Page 425—Paragraph 794, lines 3 to 4; read:
124 feet along the W face. In April 1999, depths to 25 feet were available along the N side, 33 feet on the S side and 28 feet ...
(BP 168271) 37/99

Page 453—Paragraph 391, line 2 to Paragraph 392; read:
mile N of S entrance; 18661.
(CL 500/96) 37/99